

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4488. 號七十月一十年七十七百八千一英 HONGKONG, SATURDAY, NOVEMBER 17, 1877.

日三十月十年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENRY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—LEON DE ROSEN, 19, Rue Montparnasse, Paris.
NEW YORK.—ANDREW WIND, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.
SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HEINZELN & CO., Manila.
CHINA.—SINGAPORE, CAMPBELL & CO. AMOY, WILSON, NICHOLS & CO. SINGAPORE, HENDER & CO. SHANGHAI, LANE, CRAWFORD & CO. and KUNY & WATSON, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.
Reserve Fund, \$650,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.
Deputy Chairman.—F. D. SASSOON, Esq.
W. R. BELLING, Esq. WILHELM REINER, Esq.
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KEWICK, Esq.
A. MELVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$2800,000.
RESERVE FUND, \$110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.
Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Intimations.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.
September 15, 1877.

DENTAL NOTICE.

D. R. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, Hotel de l'Europe. Office hours, 8 to 12 Noon and 2 to 4 p.m.
Hongkong, September 22, 1877.

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patients and the Public that he intends to visit AMOY and FOCHOW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 6, 1877.

Intimations.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.
46, Queen's Road Central,
Hongkong, August 20, 1877. to20

W. BALL,
CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.
Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAVA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

AH YON,
SHIPS' COMPRADORE AND
STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best
collection of Views of China, Pho-
tographic Albums, Frames, Cases, &c., of
various sizes. Also S. S. Type, Revolving
Standard Albums, Armorial Monograms
and Postage Stamp Albums, Russia Leather,
Velvet and carved-wood Albums, Cases and
Frames, nice Albums for Cabinet Portraits
only, Portraits of the Generals of the pre-
sent Russo-Turkish War, Eminent British
Statesmen, the two Chinese Ambassadors,
in Cabinet and Carte de Visite sizes.
Coloured Portraits of English Ladies.
Hongkong, August 24, 1877.

THE HONGKONG HOTEL.
TENDERS are invited for a LEASE of
the HONGKONG HOTEL, the present
Five-yearly Lease expiring on the 31st
August, 1878. SEALED TENDERS to be
sent in on or before the 31st March,
1878, to the Secretary of the HONGKONG
HOTEL COMPANY, LIMITED, who will supply
any information required.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, September 15, 1877. ap1

MANILA.
THE Undersigned has This Day
OPENED at this Port a BUSINESS,
consisting of HOTEL, SHIP-CHANDLERY,
and GENERAL STOREKEEPER, situated on
the Mole, facing the Bay.
Fresh Provisions and Water supplied on
the SHORTEST NOTICE.
EDWARD VERRILL.
Manila, September 12th, 1877.

HOTEL DE L'EUROPE,
MANILA.
On the Mole, near the Harbour-Master's
Office, and within Ten Minutes' walk of the
Merchants' Offices.
TABLE D'HOTE, BATHS, BILLIARDS, &c.
EDWARD VERRILL,
Proprietor.

DEVOE'S BRILLIANT
OIL.
RELIABLE,
ECONOMICAL,
SAFE!!
DESIRING to benefit by the world-
wide reputation of our Oil, certain
parties have attempted to imitate our pack-
ages. Suits at law have been instituted
against the MAKERS and PURCHASERS of
these imitations. Buyers should be careful
to see that the words "DEVOE'S BRIL-
LIANT" are stencilled on the cases, and the
words "DEVOE MFG CO. PATENTS" are
stamped on the top of the can.

THE DEVON MANUFACTURING Co.,
80 Beavey and 127 Pearl Streets,
NEW YORK, U. S. A.
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Intimations.

HUNYADI JÁNOS WATER.
THE BEST NATURAL APERIENT.
BARON LIEBERG affirms that "its
richness in APERIENT SALTS
surpasses that of all known WATERS."
WHOLESALE OR RETAIL OF
A. S. WATSON & Co.,
Hongkong Dispensary.
Hongkong, November 2, 1877. de2

ST. ANDREW'S HALL.
TO be Held in the CITY HALL (on
FRIDAY EVENING, the 30th No-
vember. Subscribers' Lists are to be sent
at the HONGKONG CLUB, and with Messrs
MACGOWAN, FAIRBANKS & Co., Messrs GEO.
FALCONER & Co. and Messrs LANE, CRAW-
FORD & Co.
The Lists will be closed on the 25th
Instant.
Hongkong, November 3, 1877. no26

IN THE GOODS OF
JAMES SMITH FERRIES,
Deceased.

NOTICE is hereby given that all Cre-
ditors and other Persons, having any
CLAIMS or DEMANDS upon or against
the Estate of JAMES SMITH FERRIES,
late Master of the S. S. "ZEALANDIA,"
who died at Sea on Board the said Vessel,
on the 8th day of February 1877, and
whose Will was duly proved, and Letters
of Administration, with the Will annexed,
of whose personal Estate were duly granted
to JOHN FAIRBAIRN, No. 27 Queen's
Road, in the Colony of Hongkong, by the
Supreme Court of Hongkong, in its Pro-
bate Jurisdiction, on the 22nd day of Sep-
tember 1877, are hereby required to send
in writing to the said JOHN FAIRBAIRN
or Demand to the said JOHN FAIRBAIRN
at his address aforesaid, and to the Under-
signed WILLIAM HENRY BREKERTON, at
the Office of the said WILLIAM HENRY
BREKERTON, 29 Queen's Road, Hongkong,
on or before the 15th day of January, 1878.
And notice is hereby given that at the
expiration of the last-mentioned day, the
said JOHN FAIRBAIRN will proceed to dis-
tribute the Assets of the said JAMES
SMITH FERRIES amongst the parties
entitled thereto, having regard to the
Claims of which the said JOHN FAIRBAIRN
has then had notice, and that the said
JOHN FAIRBAIRN will not be liable for the
Assets or any part thereof, so distributed,
to any person of whose Claim the said
JOHN FAIRBAIRN has not had notice at the
time of the distribution.
Dated this 3rd day of October, 1877.
WM. H. BREKERTON,
Solicitor for the said JOHN FAIRBAIRN. ja16

IN THE GOODS OF
PROSPER EDOUARD HENRI
DERODE.—Deceased.

NOTICE is hereby given that all CRE-
DITORS and other Persons having
any CLAIMS or DEMANDS upon or against
the Estate of PROSPER EDOUARD
HENRI DERODE, late of Lille, France,
who died at Cannes, France, on the 10th
day of December, 1869, and Letters of Ad-
ministration of whose personal Estate were
duly granted to ANDRE DAMMANN, of
Canton in the Empire of China, Merchant,
by the Supreme Court of Hongkong in its
Probate Jurisdiction on the 26th day of
October, 1877, are hereby required to send
in writing the particulars of their CLAIMS
or DEMANDS to the said ANDRE DAM-
MANN at his address aforesaid or to the
Undersigned WILLIAM HENRY BREKERTON,
the Solicitor of the said ANDRE DAMMANN
at the Office of the said WILLIAM HENRY
BREKERTON, 29 Queen's Road, Hongkong,
on or before the 1st day of February, 1878.
And notice is hereby given that at the ex-
piration of the last-mentioned day the said
ANDRE DAMMANN will proceed to distribute
the Assets of the said PROSPER EDOUARD
HENRI DERODE amongst the parties
entitled, having regard to the claims
of which the said ANDRE DAMMANN has
then had notice; and that the said ANDRE
DAMMANN will not be liable for the Assets,
or any part thereof, so distributed to any
person of whose claim the said ANDRE
DAMMANN has not had notice at the time
of the distribution.
Dated this 31st day of October, 1877.
WM. H. BREKERTON,
de2 Solicitor of the said Andre Dammann.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A SECOND RETURN of CAPITAL at
the Rate of FIVE TABLS per
SHARE will be made to Shareholders of
Record on the 1st October, Payable at the
Office of the Liquidators, on the 8th In-
stant. Warrants will be delivered by the Under-
signed to Shareholders or their lawful
representatives on presentation of Share
Certificates for Endorsement.
The Transfer BOOKS of the Company
will be CLOSED from the 2nd to the 8th
Instant, inclusive.
By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, October 2, 1877.

For Sale.

LAMBERT, ATKINSON & CO.
HAVE FOR SALE,
EX STEAMSHIPS
"YORKSHIRE," "MADAGASCAR,"
"CITY OF TOKIO," &c., &c.

NEW SEASON'S (MAY) BUTTER.
The First Shipment of Busch & Co.'s
Celebrated Cornbrand DANISH BUTTER.
In Tins of 1 lb. each, 60 Cents per lb.
In Tins of 2 lb. each, 55 Cents per lb.
In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of GROSSE & BLACKWELL'S
OILMAN'S STORES, and American
Family MESS STORES.—As per their
JULY PRICE LIST.
(All Stores sold by L. A. & Co. are of the
Very Best Quality.)

Chappell & Co.'s New and Popular
MUSIC and SONGS.

Very Superior California BLANKETS,
12/4 and 14/4.
California KNIFE BOOTS.
Davison's Best London-made GENTLE-
MEN'S BOOTS.
Horse BLANKETS.
Central and Pin-fire CARTRIDGE
CASES.
Gun-Wads, PERCUSSION CAPS.
BILLIARD TABLE CLOTHS.
ROCKETS and BLUE-LIGHTS.
HOTH'S RUSSIAN ROPE and
TARRED LINES.
FISHING LINES and WHITE LINES,
of all descriptions.
INDIA RUBBER SHEETS, and In-
sertion of all Sizes.
INDIA RUBBER and CANVAS DE-
LIVERY and SUCTION HOSE.
Cabin Suspension LAMPS.
Cabin CANDLESTICKS.
PENDERS and FIRE IRONS.
Japanned TOILET SETS.
CARRIAGE LAMPS, and CARRIAGE
CANDLES.
WATER FILTERS.
Gosnell's HAIR BRUSHES, TOOTH
BRUSHES, and NAIL
BRUSHES.
A Fine Assortment of De La Rue's
STATIONERY, BOOKS,
NOVELS, WORKS OF REFERENCE,
SCHOOL BOOKS.
&c., &c., &c.
Hongkong, September 15, 1877.

FOR SALE.
DANISH BEER.
TUBORG'S FABRIKKE,
\$7 per Case quart.
\$9 per Case pils.
LANE, CRAWFORD & Co.,
Sole Agents.
Hongkong, November 7, 1877. de7

FOR SALE.
LARGE TAKASIMA COAL,
EX GODOWN, AT \$8 PER TON.
Apply to
THS. G. GLOVER,
No. 7, Queen's Road Central, and
East Point.
Hongkong, October 24, 1877. no24

Entertainment.

JUVENILE CHORAL SOCIETY.

CONCERT AT THE
TEMPERANCE HALL.

THE above Society will give a CONCERT,
AT THE
TEMPERANCE HALL,
ON
MONDAY EVENING,
November 19th, 1877,
FOR THE BENEFIT OF THE
JUVENILE AMATEURS.

PROGRAMME:
PART I.
Trio and Chorus, "LORDLY GALLANTS."
Ballad and Chorus, "ROSEBUD."
Duet and Chorus, "THE FISHER'S
BOY'S SONG."
Duet, Violin and Piano, "BLUE BELLS OF
SCOTLAND," with Variations.
Ballad and Chorus, "MOTHER WOULD
COMFORT ME."
Trio and Chorus, "TO ALL YOU
LADIES NOW ON LAND."
Ballad and Chorus, "MAGNIE DARE."

PART II.
Duet and Chorus, "COME, WANDER
LOVE."
Ballad and Chorus, "SWEET EVE-
NING."
Operatic Song (Duet), "VOICED DREAM."
with Violin accompaniment, "SWEET
DREAM."
Duet, Violin and Piano, "TUTTADOUR."
Negro Melody, "SUFFIN' HURT
ME."
Do, "IT'S THE NICE THAT'S
ALWAYS LAUGHING."
Gob SAVE THE QUEEN.

Tickets—41 each—can be had at Messrs
LANE, CRAWFORD & Co.'s, or at the
TEMPERANCE HALL, Stanley Street.
Quotient to Committee at 9 p.m.
Hongkong, November 18, 1877. no20

Auctions.

PUBLIC AUCTION.
VALUABLE LAND AND HOUSEHOLD
PROPERTY, &c.

LANE, CRAWFORD & Co. have
received instructions to sell by
Public Auction, (unless previously dis-
posed of by Private Sale), on

MONDAY,

the 31st December, 1877, at Noon, at
their Sale Room, Praya Central,—

The following PIECES or PARCELS
of GROUND, with the Buildings erected
thereon.

First.—All that Piece or Parcel of
GROUND, situated in Victoria, Hong-
kong, and Registered in the Land Office
as the remaining portion of INLAND LOT
No. 41, abutting on the North side
thereof on a Public Road, and Measuring
thereon—153 feet, on the South side
thereof on Section 4 of the aforesaid
Inland Lot No. 41 and Measuring thereon
75 feet and 55 feet, on the East side
thereof on a Public Road, and Measuring
thereon 88 feet, and on the West side
thereof on a Close Registered in the
Land Office as Inland Lot No. 201, and
Measuring thereon 36 feet, which said
Piece or Parcel of Ground contains in
the whole about 8,000 square feet, of
which the Annual Crown Rent is \$73.01,
—together with the Messuages or Tene-
ments standing thereon, at present leased
by D. RUTUNJEE, Esq.

Second.—All that Piece or Parcel of
GROUND, situated in the Poku-fu-lum
District of Hongkong, and Registered in
the Land Office as FARM LOT No. 26,
abutting on the North side thereof on
Closes Registered in the Land Office as
FARM Lots Nos. 18 and 25, and Measuring
thereon 1,200 feet, on the South side
thereof on Government Ground, and
Measuring thereon 600 feet, on the East
side thereof on a Water Course, and on
the West side thereof on the Sea at high
Water Mark, and Measuring thereon
700 feet, which said Piece or Parcel of
Ground contains in the whole 224 Acres,
of which the Annual Crown Rent is
\$224.00.

All that Piece or Parcel of GROUND,
situated in the Poku-fu-lum District of
Hongkong, and Registered in the Land
Office as FARM LOT No. 30, abutting on
the South side thereof on a Close Re-
gistered in the Land Office as FARM LOT
No. 29, on the East side thereof on the
road to Aberdeen, and on the North and
West sides thereof on a Water Course,
which said Piece or Parcel of Ground
contains in the whole 34 Acres, of which
the Annual Crown Rent is \$12; together
with a quantity of Building Materials at
present contained in and about the houses
described as "Belmont" upon the afore-
said Lots.

TERMS of SALE.—One-half of the pur-
chase money to be paid on the fall of the
hammer, and the balance on completion
of the Deed or Deeds of Transfer, the
expenses of which to be paid by the
purchaser.

The Property to be at purchaser's risk
on the fall of the hammer.
For further Particulars, apply to
LANE, CRAWFORD & Co.
Hongkong, October 31, 1877. de30

Shipping.

Steamers.

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"DOUGLAS,"
Captain G. D. PITMAN, will
be despatched for the above
Ports on SUNDAY, the 18th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, November 14, 1877. no18

FOR HOIHOW AND HAIPHONG.
The Steamship
"DALE,"
Captain THOMSON, will be
despatched for the above
Ports on MONDAY, the 19th Instant, at
9 a.m.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, November 18, 1877. no19

FOR PORT DARWIN & COOKTOWN.
The British Steamer
"CHARLTON,"
Captain JOHNSON, will load
here for the above Ports, and
will have quick despatch.

For Freight or Passage, apply to
HOP KEE & Co.
Hongkong, November 18, 1877.

Shipping.

Sailing Vessels.

FOR DUNEDIN (N. Z.).
The 41 German Barque
"MARIE,"
Capt. BURKHART, will load
here for the above Port, and
have a quick despatch.

For Freight or Passage, apply to
ROZARIO & Co.
Hongkong, November 14, 1877.

FOR MELBOURNE & SYDNEY.
The 41 British Barque
"EMPREZA,"
Capt. SKINNER, will load here,
and have a quick despatch as
above.

For Freight, apply to
ROZARIO & Co.
Hongkong, November 1, 1877.

FOR NEW YORK.
The 41 American Barkentine
"ABEL ABBOTT,"
J. CHASE, Master, will load here
for the above Port, and have
early despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, October 19, 1877. no19

FOR LONDON.
(If sufficient inducement offers.)
The 100 41 British Ship
"ONEDA,"
S. CLYMA, Commander, will
load here and have quick
despatch.

For Freight or Passage, apply to
MEYER & Co.
Hongkong, November 10, 1877.

FOR LONDON.
The 100 41 British Barque
"WOODVILLE,"
T. E. NELSON, Master, will
load here and have quick
despatch.

For Freight, apply to
MEYER & Co.
Hongkong, September 26, 1877.

FOR NEW YORK.
The 41 American Ship
"CHARLOTTE,"
INORAHAM, Master, will
load here for the above Port, and
will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, November 3, 1877.

FOR HONOLULU.
The 41 American Ship
"CHARTER OAK,"
STAPLES, Master, will load
here for the above Port, and
will have quick despatch.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, November 3, 1877.

FOR NEW YORK.
The 41 British Ship
"ISLES OF THE SOUTH,"
DENNETT, Master, will load here
for the above Port, and will have
quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, October 10, 1877.

FOR LONDON.
The 41 100 years splendid
British Clipper Ship
"SYDENHAM,"
A. MILLAR, Commander, will
have quick despatch for the above Port.

For Freight, apply to
VOGEL, HAGEDORN & Co.,
Agents.
Hongkong, September 27, 1877.

FOR SAN FRANCISCO.
The 3/3 L. I. German Ship
"GALATEA,"
JARGES, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, September 10, 1877.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES,
S. S. P. E. H. O.

NOTICE.
CONSIGNES of Cargo per S. S.
Euphrate, from London, in con-
nection with the above Steamer, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.
Bills of Lading will be countersigned by
the Undersigned.
Goods remaining unclaimed after TERS-
DAY, the 22nd Instant, at Noon, will be
subject to rent and landing charges.
No Fire Insurance has been effected.
H. DE POUEY,
Agent.
Hongkong, November 18, 1877. no22

To Let.

TO LET.
NOS. 4, and 5, PRINCE TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

TO LET.
HOUSE No. 10, Albany Road, lately occupied by the Rev. B. H. Kinn, "Bianco Villa," Pok-fu-lum, Furnished. House No. 2, Seymour Terrace. Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIRE.
DAVID SASSOON, SONS & Co.
Hongkong, October 13, 1877.

TO LET.
THE Dwelling House and Offices No. 1, D'Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.
Also,
Bombay, Madras, Calcutta, and Australia.

THE PANAMA AND OCEANIC STEAMSHIP NAVIGATION COMPANY'S Steamship ZAMBESI, Captain STONE, will leave this on THURSDAY, the 22nd November, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, November 13, 1877. no22

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH A SHORT WORK, VIA IRELAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA will be despatched for San Francisco, via Yokohama, on FRIDAY, the 23rd Instant, 1877, at 12 o'clock noon, taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., 22nd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 5, Praya Central.

RUSSELL & Co., Agents.
Hongkong, November 15, 1877. no23

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be despatched for San Francisco via Yokohama, on THURSDAY, the 6th December, at 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 5th December. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
A Reduction is made on Return Passage Tickets.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 5, Praya Central.
G. B. EMORY, Agent.
Hongkong, November 9, 1877. 498

Notices of Firms.

NOTICE.
I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.
W. SCHRIEVER.
Halphong, November 9, 1877. del5

NOTICE.
I HAVE This Day admitted Mr WILLIAM LEGG as a PARTNER in my Business, which will henceforth be conducted under the Style of HUGHES & LEGG.
W. KERFOOT HUGHES.
Hongkong, November 1, 1877. jal

NOTICE.
MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, September 23, 1877.

NOTICE.
MR. JAMES AYTON MANN is authorized to Sign our Firm by Procuration.
GEPP & Co.
Canton, November 1, 1877. jal

NOTICE.
THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON, Mr. ALEXANDER MACGLASHAN HEATON having This Day become a PARTNER therein.
CHAS. C. COHEN.
Hongkong, November 1, 1877. jal

NOTICE.
I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.
J. Y. VERNON SHAW.
Hongkong, November 1, 1877. my1

NOTICE.
FROM This Date Mr EDWARD SHEPARD and Mr M. W. GRIGG, are authorized to Sign the name of our Firm by Procuration at Foochow, and Mr F. F. ELWELL at Amoy.
RUSSELL & Co.
China, June 1, 1877. dal

For Sale.
FOR SALE.
SHAMEN CANTON.

THE Desirable PROPERTY known as Lot No. 48, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.
For particulars, apply to
G. M. SMITH, Canton.
October 15, 1877.

NOW READY.
A CHINESE DICTIONARY IN THE A to Z, with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN EITEL, Ph.D., Uppingham.

Price: Two DOLLARS and a HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 6, 1877.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

INSURANCES.
THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.
JAS. B. COUGHTRIE, Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL—Two MILLIONS STERLING.
THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNOLD, KARBURG & Co., Agents Hongkong & Canton.
Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.
Hongkong, January 1, 1874.

Insurances.

YANGTZE INSURANCE ASSOCIATION.
CAPITAL—Fully Paid-up.....Tls 420,000
PERMANENT RESERVE.....230,000
SPECIAL RESERVE FUND.....75,000
Total Capital and accumulations.....Tls 725,000
From this date.....

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. C. KINGS, Esq., M. P. EVANS, Esq., J. C. LUCAS, Esq.

Secretaries:
Messrs. BURSILL & Co., Shanghai.
London Bankers:
Messrs. BARRING BROTHERS & Co.
Agents in:
Hongkong, London, San Francisco, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.
Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS of this UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the amount of Premium contributed by each; the remaining third being carried to Reserve Fund.
OLYMPIANT & Co., General Agents.
Hongkong, April 17, 1874.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL \$2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.
Hongkong, July 6, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The Third, A. D. 1720.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
KWOK ACHONG, Merchant.
PANG YIM, Merchant.
Ho Kim, of Hop Yik Chan, Merchant.
Lop Yee, of the Yee On Hong, Merchant.
LEE HING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to a Discount of 20% on the Premium.

OFFICE, 48, Bonham Street.
Hongkong, August 29, 1877. 4423

Intimations.

Volume Sixth of the "CHINA REVIEW."
Now Ready.

No. II.—Vol. VI.

OF THE

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shi-king.
Brief Sketches from the Life of K'ung-ming.
(Continued from Vol. V., page 387).
The Wild Silk-worms of the Province of Shantung.
Notes on Chinese Grammar (Continued from Vol. V., page 392).
Geographical Notes on the Province of Kiangsi.

Translations of Chinese School-books.
Short Notices of New Books and Literary Intelligence.

Bankruptcy in China.
The Share taken by Chinese and Bannermen Respectively in the Government of China.
Laws of Sale amongst the Chinese.

Studies in Words.—Roots Meaning One.
The Character of Chinese Antiquity.
Shin versus Shangti.
A Chinese Primer.
A Rare Manchurian Coin.
Were Yao and Shun Historical Persons?
Native Literature on Chinese Porcelain.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 31, 1877.

A NEW STOCK OF NEAT JOBBING TYPES HAVING BEEN RECEIVED FROM ENGLAND.

THIS OFFICE IS PREPARED TO EXECUTE

BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES.

FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS, assorted colours.

MENU CARDS, in Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING SHIPS.

LADY'S AND GENTLEMAN'S WASHING BOOKS.

CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY, CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, LOG BOOKS, WILLS, &c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chun Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yau Tai Street; Mr Sit Chuen Fan, Tung Wan Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heng Shop, Sin Chong, Honam.

Singapore.—Sui Cheong Hong; Weh Shun Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kok Street.

Foochow.—Mr Yi Ching Cheong, Foochow Arsenal; Mr Lam Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yee Chuen, Maritime Customs; Mr Chen Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kew shop.

Ningpo.—Mr Sung Min Chie, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Hongkong.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yee Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hing.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

GEO. MURRAY BAIN, China Mail Office.

Intimations.

THE CHINA REVIEW.
THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$4.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address China Review, Hongkong.—Northern Christian Advocate (U.S.).

Frederick's Oriental Record contains the following notice of the China Review:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of Notes and Queries on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shu King*, by the Rev. E. J. Kitch, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The editorial department is conducted by Mr Chun Ayin, whose experience and competences have already been most fully demonstrated. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—in almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN, China Mail Office.

Intimations.

THE CHINESE MAIL.
FROM and after the Chinese New Year's Day (February 17, 1874) the Chinese Mail will be issued daily instead of twice a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisement.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MR. CHUN AYIN, Manager.

China Mail Office, 2, Wyndham Street, 17th February, 1874.

Shipping Intelligence.
The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE AT HONGKONG.

When left. Name. From. Remarks.

May
10, David, Antwerp
11, Naworth, Antwerp
12, Chianion, Cardiff
13, Alstro, Melbourne
14, Martha Jackson, Penarth
15, Alexandra, Liverpool
16, C. R. Bishop, Falmouth
June
7, Ferdinand Brumm, Portsmouth
18, Henry Lippett, New York
19, City of Halifax, Cardiff

July
2, Northampton, Baltimore
10, Niagara, Cuxhaven
14, Jessie Jamieson, Cardiff
15, Abernethy, Liverpool
16, Carl Ritter, Cardiff
25, Globe, Deal
30, Ferdinand, Newport

Aug.
10, Fapa, Cardiff
11, North Star, Penarth
12, R. P. Bouverie, Penarth
14, Regulus, Cardiff
15, Miss Glen, Penarth
16, Faint, Cardiff
17, John Potts, New York
18, Felix Mendelssohn, London
19, Hecayus, Antwerp
27, Charger, Liverpool
28, India, Hamburg

Sept.
1, Vega, Table Bay
8, Andreas, Flushing Roads
9, Humbolt, New York
7, Beola, Flushing Roads
8, Gatherer, Cardiff
10, Harriet N. Carlton, Honolulu
10, River Lagan, Cardiff
15, G. F. Mantz, Newport
16, Parnes (s.), London
18, Wildwood, Liverpool
20, Diomed (s.), Liverpool
20, River Lagan, Cardiff
21, P. J. Carleton, Liverpool
22, Harkaway, London
23, Victoria (s.), Liverpool
23, Fidelity, Hamburg
25, Maria Ravano, Penarth
26, Sarpodon (s.), Liverpool
30, Peter, Cardiff

Oct.
3, Zandbar (s.), London
3, Memela (s.), London
3, Forest Belle, Cardiff

AT AMOY.
Mar.
23, O. F., Cardiff
27, Maxima, Swansea

Sept.
1, Carl Wilhelm, Cardiff

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Gordon Castle, Glasgow.
Cyprus, State of Alabama.
Glenfalloch, Altona.
Bertha, Minerva.

Sailing Vessels.
Johann Smidt, London.
Eliza Shaw, Abbey Town.

At Liverpool.
Menelaus (s.), Cashmere.
Achilles (s.),

Chair and Boat Hire.

LEGALIZED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullman Boats.

Half hour, ... 10 cts. Hour, ... 20 cts.
Three hours, ... 60 cts. Six hours, ... 75 cts.
Day (from 6 to 8), ... One Dollar.

Licensed Barbers (each).
Hour, ... 10 cts.
Half day, ... 35 cts.
Day, ... 50 cts.

the Silk and giving them time and further opportunities for speculation as the means of bringing things round. It is of course to be presumed that this pays the large capitalists, otherwise such a system would not be continued; but it shows how difficult the Silk trade is in the present day, and what it was in the old times, when the Chinese merchants had things much more in their own hands.

Some of the home papers—and among them, noticeably the *Standard*—have been induced to support the restrictive views of the Queenslanders with regard to Chinese immigrants into that Colony. It is set forth that the result must be that the place will become entirely Chinese instead of English—and in fact the stock arguments which have been used on the subject in America have been repeated in our Colonies. It is, however, quite sure that the Chinese cannot compete with a European except under conditions in which the Chinese are specially wanted—and if those conditions exist it is clearly to the advantage of all that the Chinese should not be needlessly thrust away. It would certainly be more advantageous that there should be a good development of Cotton plantations in North Australia by the aid of Chinese than that the Colony should go without the Chinaman, but also without the Cotton. I imagine that very strong pressure must be brought upon Sir Arthur Kennedy by the local Legislature, otherwise his liberal instincts would make him indisposed to support the retrogressive ideas of the colonists.

The Anti-Opium Society are still as active and useful as ever. They have come out in the *Friend* this month with the text of the Convention with a black border round the clauses relating to Opium. Whether this lugubrious sign is to be taken as indicating the approaching death of the Convention, the Opium trade or of the Anti-Opium Society is not very clear; but it seems evident that something terrible is to happen, and Lord Derby is warned of the dreadful effects on opium of ratifying the Convention and on the British name for good faith of refusing to do so. As yet nothing more has come out as to what the Government intend to do in this matter.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before His Honor Mr Justice STOWDEN,
with a Special Jury.)
Nov. 17, 1877.

HEENSHAM AND ANOTHER v. W. H. TORRES,
EXECUTOR OF THE LATE G. U. SANDS,
and
CROSS-ACTION.

The Attorney General, the Hon. G. Philip, instructed by Mr Brereton, appeared for Mr Forbes, and

Mr Haylar, Q.C., instructed by Mr Denys, appeared for Messrs Heensham & Co. The following Special Jury was empanelled:—Messrs W. R. Landstein, A. Newton, Thos. Jackson, J. H. Scott, A. McG. Heston, A. Coxon, and C. E. Thomson.

Mr John Wm. Croker was examined.—I am the foreman engineer at Capt. Sands' Ship. I was on board of the *Pacific* on her first trial. I noticed the engines slowing themselves down, and I stopped them to make an examination, and I found the machinery cool. It was owing to a defect in the gland and to bad coal, which was supplied by Mr Heensham. We had a second trial, and I prepared the vessel only to run a measured mile, but after we got to be an eight-mile run. We kept steam ready for an hour and ten minutes or eight minutes, when I was told we had made a run of eight miles back. I had only made preparations for an eight mile run, and not for another eight miles in return.

By Mr Haylar: The highest number of revolutions was 97, and the lowest 86. We used Australian coal at the second trial, supplied by Capt. Sands, and the firemen were also supplied by us. We put in a blast-pipe after the first trial. It was an advantage to some steamers to have a blast pipe, but in this it was not.

Re-examined.—We had a good deal of extra work on the vessel, and had always kept a sufficient number of men on her.

By the Court:—The castings delayed us for more than two months.

Mr Haylar then addressed the Court on behalf of Messrs Heensham, who he said were trading among the Pacific Islands, and wanted a small steamer for the purpose of their business, one that would sail as well as steam, and with a light draft. A false keel was wanted to her so that if she struck by accident on a coral reef, the proper keel being copper-covered, would be protected. Mr Heensham invited tenders and one was sent in by Captain Sands. It was rejected. Specifications were then drawn up by Capt. Cairns, which were then handed to Mr Cook. A tender was also sent in by the Hongkong and Whampoa Dock Company, and was the same as Captain Sands' second tender, but the Dock Company required six months to do the work in, while Captain Sands undertook to do the work in five months. As time was a great consideration with Mr Heensham, who wanted the vessel to meet the season, the contract was entered into, stipulating a penalty of \$40 for every day's delay. This amount was a fair average when consideration was taken of the expense Mr Heensham was put to in maintaining a Captain and an engineer all the time and for the loss of profits expected from the earlier use of the vessel. This penalty was also fixed in order to cover damage which it might be impossible to arrive at. Mr Heensham left after the contract was signed, and left the construction to Capt. Cairns, Lloyd's surveyor here, and the vessel was to be built according to Lloyd's rules. The vessel was not delivered until a considerable time after the contract time, and \$400 was claimed as penalty. It was contended that extra work was done to the vessel, and that this amounted to a rescission of the contract. But Mr Heensham did not order any extra work, and the question was whether what was done was extra work or not. It would be shown that Mr Heensham did not order any of the extra work, except the false keel and raising of metal, but these additions did not interfere with the completion of the vessel within the proper time. The learned counsel divided the so-called extra work charged in Capt. Sands' bill into three classes. First, what Mr Heensham ordered; secondly, what the builder put in himself; and thirdly, what were rendered necessary by the requirements of Lloyd's rules. He then commenced the different works, and proceeded to sell evidence.

Mr Francis Heensham was examined: I traded between the South Sea Islands and came here on a visit, arriving here last year. I came to meet my brother who was in a partnership with me. I decided on building a small steamer. I wanted her to open trade between the different islands, and to bring produce to the head island where it would be shipped to Europe. I invited tenders for building the vessel, and the first tender of Capt. Sands was rejected, the one from the Whampoa Dock Company being a better and more convenient one. I refused it because they wanted \$10,000. Mr Cook then came to me and offered to do it in five months with the alterations I made on the Dock Company's tender, at the same price, the same capacity and same speed. When I went over the specifications, I told Mr Cook to take particular note of the alterations, and told him to supply a fuller list of stores. I did not tell him down beyond the capacity and speed in the specifications, and I considered it sufficient that if Lloyd's rules were followed, they would cover the whole ground. The specifications were brought to me, and Mr Cook proposed to me that I should run the risk of any delay which might occur from the things being sent out from England. I objected to this decidedly, and wished to know the exact time at which I could get it in five months, if I would return to Europe. Mr Cook agreed to this. I told him that from a letter I received, I was sure I could get it within that time in Europe. I insisted on a penalty of \$40 a day for any delay. The contract was signed.

Captain Cairns acted for me as Lloyd's surveyor; my agents are Messrs Pustan & Co. I told Mr Cook that I expected him to pay Lloyd's Surveyor's fee, but they would not agree to this and I paid it. I authorised Capt. Cairns to allow only such alterations as were permitted by Lloyd's rules. Mr Peterson is the Captain of the new vessel. I went to Shanghai immediately after signing the contract. While in Shanghai, I gave no orders as to alterations, and received no communication. The first instalment if they could pay the first instalment and I telegraphed back that they could. I returned here about 8th or 9th February last; the keel was laid, and some frames were made. I made no complaint, but expressed my surprise that no more was done. I was told that they were expecting iron from England, and when it arrived, they would get on much faster. They told me that they had bought some angle iron here and that it was thicker than that required by the specifications, but that they had to use it in order to get on with the work. A few days after this, Mr Cook showed me the plans, saying the first ones were made in a hurry. He pointed out to me the house on deck and the insufficiency of accommodation. He proposed to build two smaller rooms instead of one and I consented to it. I was not given to understand that I was to pay for it. He also told me that the length of the keel was not sufficient, and I measured it and found it was 1 foot 9 inches longer. I was never told that I had to pay it, and the first time I saw the amount \$1008 for it was in a summons at Mr Denys' Office. I consented to a false keel being put on, and I was told that I should be only charged with the cost price. I do not think this work would delay the completion of the vessel; they did not tell me so. I also consented to the raising of the metal a foot higher. I was to pay only the cost of the material and not the labour. I next noticed, at a subsequent period, the absence of the iron stringer, and Mr Cook said it was very difficult at that period of the work to put it in, but added that he had made other parts of the iron work stronger which would stand in the place of a stringer. The next day I went down to the ship, and Mr Cook gave me the estimate of this stringer \$1600, and said it would not be put in unless I would pay that amount. He offered to give me a letter to Lloyd's committee explaining the absence of the stringer, and that the strength of the other portions of the iron work would compensate for the absence of the stringer. The stringer was never put in. I knew when the boiler was put in; it was put in long before the vessel was launched. It was not made to the satisfaction of my engineer. I was never told that I would be charged for any extra work put on by my order. Mr Cook told me that it was no use to hurry on the ship, as the engines were not ready and would not be in hand in time. The engines were not ready till the day before the trial trip. They were ready on the 12th October, but they were in pieces and would not fit, as I was told. I consented to a change in the propeller on the understanding that such change would not affect the speed of the vessel. After the second trial trip, I told Capt. Sands that I would claim demurrage, but if the vessel had gone 9 knots instead of 8 knots, should not have asked so much demurrage. He demanded for his extra at the same time; the amount was then from \$300 to \$1000, including the stores for which delivery was refused. I offered to pay \$7000 instead of \$10,000, the last instalment, in settlement of all claims. He did not accept the offer, but said he would consider it; the offer was never accepted. A few days later I offered to pay \$8,000, and said that if he did not accept that, we had better refer the matter to two merchants, one chosen by him and the other by me. No settlement was ever come to. With reference to the wooden casing over the shaft, I was told it was against Lloyd's rules, but I never consented to its being made. Mr Cook told me that small vessels, wooden casings were all that was necessary; that he had seen them and built many of them. I told him that an iron casing was required.

The Court was then adjourned till 11 p.m.

When the Court resumed, Mr Heensham was again put in the box and stated as follows:—I supplied the coal and firemen on the first trial trip. Some ballast was wanted and I sent 50 tons of coal on board. The seamen were then engaged to go to sea, as it was expected she should start about three days afterwards. The coal was partly English and partly Australian, and was the same I intended to take to sea. I heard no complaint of the vessel until after the trial trip. Capt. Sands wanted me not to look upon it as a trial trip, and to this I consented; the reporters invited to be present were informed that this was not a trial trip, and were requested not to say anything about it. The second trial was made at Capt. Sands' request. I have been paying the Captain \$80 a month and the engineer the same, and my own expenses have been about \$250 a month. I am also paying two traders \$250 a month, and have paid \$250 for repairing the boiler. I have had also to pay for stores in place of those the delivery of which was refused me.

Cross-examined by the Attorney General.

My expenses have been \$250 a month during the time I have been here. I had determined to get a steamer before my brother left, and had not decided then whether to get it from home or have it built here. Steamers of that class are generally kept on hand at home ready made, but I calculated that if I could get one built here in five months, I would do better than sending home for one. I could get one from home for about \$3,500, or \$10,000 in round numbers, but there would be the expense of sending her out. I wanted the steamer as soon as possible, and I allowed a little more to get one here. I got three tenders, one from the Hongkong and Whampoa Dock Company, one from Capt. Sands, and one from Mr Inglis. I did not approve the specifications first sent in by Capt. Sands. The specifications given to Capt. Cairns were those given by Mr Inglis with some alterations. Capt. Cairns said if I put in the agreement "according to Lloyd's rules," it would cover everything. I did not employ Capt. Cairns as my agent, but only as Lloyd's surveyor. Capt. Cairns did not approve of the plans, and they were handed to him on board the steamer as he was going home. He took them home with him, Captain Burnie, who succeeded him, had no plans. It might have escaped Capt. Burnie's attention that the stringer was not in the specification. I was not aware that the specifications were not in accordance with Lloyd's rules. I paid the fee to Lloyd's surveyor, \$190 odd. The first I heard of the keel having been lengthened was about two months before I took delivery, when my attention was drawn to the vessel being had from being too long. Capt. Peterson and Mr Scholimus went down to see the vessel all most every day on their own account, but I do not think they knew of the lengthening of the keel. I did not give the dimensions of the vessel; I simply asked for a vessel of certain capacity, draught and speed, and the builder gave the dimensions. If he made a mistake in his figures, he ought to pay for it. I did not want to have the false keel without paying for it. I went to Capt. Burnie to enquire if it was required according to Lloyd's rules, and if it was I should have insisted on its being put in. But I was told by Captain Burnie that it was not, and I paid for it. German Lloyd's would class this vessel for 14 years A1. I repeatedly complained to Capt. Sands about the delay in the delivery of the vessel, and I had never told him prior to that letter that I would put an end to the contract. I did not offer to pay Capt. Sands in full if he would give up his claim for extras; on the contrary he made the offer to me, and I refused it. I never authorised Messrs Pustan & Co. to make that offer. I had, however, said to some private friends that if the trial trip was satisfactory, I would pay up the money rather than go to law. On the second trial, Capt. Burnie and Mr Robb were in charge of the vessel, and Mr Robb was furnished with a report as to the speed, which was according to Mr Robb's knots. After Mr Robb had tested the boiler, I took delivery of the vessel, reserving my rights. The vessel is very good, well-constructed, and I am satisfied with it, but she would not answer my purpose. I tried her in harbour again after taking her over, putting in 107 tons coal, and 10 tons other goods. I believe she went about 7 knots; I employed the same firemen and same coal. She was satisfactory as regards boiler, but not as regards capacity, speed and draught.

Re-examined.—I wrote the letter reserving all rights under advice. I did not know then what Mr Robb's report might be, and I wanted the vessel as soon as possible. Capt. Sands engaged Capt. Burnie and Mr Robb to manage the trial trip entirely. By a Juror:—It is not necessary for Lloyd's surveyor to visit the building yard day by day to watch the progress of the work. I paid to Capt. Burnie only as fees as Lloyd's surveyor here, and not as my agent. The case was then adjourned till Monday at 2 p.m.

China.

FOOTHOOD.

(Herald, November 8.)

Mr E. B. Drew, late Commissioner of Customs at this port, leaves for Zuh Yew for Shanghai to-morrow morning. Mr Drew has been succeeded at this port by Mr C. Hannen, who assumed charge on Monday last.

H. M. S. *Curlew* arrived from the North on the 4th, and left for Hongkong on the 7th instant. We understand that the *Moorehen* is likely to be appointed to this station, the return of the *Curlew* being a matter of doubt.

Although the Tartar Camp is in the hands of the Race Club, training has not yet commenced, nor indeed have any ponies arrived on the ground. The course is not in such good order as usual, and will therefore require a little extra attention. Stable accommodation is ample, but we understand that, in consequence of keen competition for certain hovels dignified by the name of "houses," rents have advanced to a much higher figure than has ever been attained, even in the palmiest days of the local trial. This is to be regretted, as money is believed to be an object to most people now-a-days, and should not therefore be thrown away upon Chinese who do next to nothing in aid of either humanity or horse-racing.

We understand that dredging operations have commenced at the head of the island, where an Arsenal steam dredge and a number of boats have been employed during the past two days; the object of this new work being, we are informed, to direct, if possible, a larger proportion of any surplus water into the branch channel. That this object will be attained seems doubtful, and that the Chinese naval officers employed on the work are competent to master the difficulty is, to our mind, very questionable. It is to be hoped, however, that the present attempt may result in at least mitigating the severity of the now annually recurring floods—from which foreigners and native alike suffer.

At the annual meeting of the Footgood Ice Company on 7th instant, in answer to enquiries about Hongkong Ice, it was explained that three shipments had been tried this season with the following disastrous results, viz:—
4,480 lbs. Tudor Ice per *Douglas*, realised 480 lbs.
4,480 lbs. Tudor Ice per *Tasso*, realised 1,040 lbs.
1,624 lbs. Kyle's Ice per *Olympia*, realised 2,128 lbs.
Mr Kyles had been asked whether he would buy the machine and supply the community regularly with ice from Hongkong. His reply was that the machine was too small to be of any use to him, and that it was quite impossible for him to produce at present to supply this port with ice, the demand being so great in Hongkong, Amoy, and from the mail steamers, &c.

SHANGHAI.
(Continued.)
The small engine *Victory* was yesterday running on the Wooning railway, probably of course. It was driven by a Chinese. The British ship *Black Prince* reports that on the 2nd November two columns of smoke were seen arising from out of the sea near Balghur Island. It was believed that a marine volcano was in eruption.
Four days is a long time to wait for a pilot near Shanghai; yet such a fact is reported by the British ship *Black Prince*, which arrived to-day (Nov. 8th). She anchored between Gutzlaff and the Lightship on Sunday; and it was not till Wednesday night that a pilot could be had.

The following is a correct list of the officers of the District Grand Lodge of China, as appointed by the B.W.D.G.M., after his installation yesterday (Nov. 8th):

D.G.M. R. S. Gundry.
D.G.S.W. W. A. Turnbull.
D.G.S.W. J. Hart.
Aetg. D.G. Chaplain { The Very Rev. Dean Butcher, D.D.
D.G. Treasurer J. I. Miller.
D.G. Registrar T. W. Kingsmill.
President of Board of P. Orme.
General Purposes R. Ferguson.
D.G.S.D. H. Evans.
D.G.J.D. H. Evans.
D.G. Sup. of Works H. S. Morris.
D.G.D. of Ceremonies H. S. Morris.
Aetg. Assistant Dittor W. H. Anderson.
D.G. Sword Bearer G. Moore.
D.G. Organist G. Moore.
D.G. Pursuivant H. D. Camajoe.
D.G. Steward Goldpink.
" " Palamounain.
" " Hughes.
D.G. Tyler T. Hore.

(News.)
We understand that Dr. MacCarte is about to resign his position in the United States Consulate-General, with a view of returning to Japan.

While the native watchman from the Hongkong Wharf, charged with being concerned in stealing a coil of rope from the hold of the barge *Birchdale* (as stated elsewhere), was being conveyed back to the Hongkong Police Station from the Mixed Court, on remand, he made a daring attempt to commit suicide, by cutting his throat in the Malacca. He was in custody of a native constable, who was leading him along in a usual manner, having hold of his queue, and walking with him on the pavement, as the horse-road was very muddy. When opposite the shop of a pork-butcher, the prisoner suddenly snatched up a heavy and sharp cleaver, and the constable pulling his head back by means of the queue, in the endeavour to prevent him, the unfortunate man was enabled to inflict severe injuries upon himself, by cutting at his throat while in that position. The constable, on seeing what he had done, let go his hold, and the wounded man fell to the ground. A large crowd quickly gathered, but no one offered to render any assistance, although the police constable hurried back to the Mixed Court, and reported what had occurred. Help was at once despatched, and the man conveyed to the Shanghai Road Hospital, where he lay up to last night in a precarious state.

Japan.

(Gazette.)

If cholera cannot be pronounced altogether extinct in Yokohama, yet it is so rapidly diminishing that it bids fair soon to be nothing more than an unpleasant memory. Part of the sea-damaged rice at *Annie M. Weston* was sold to-day (Nov. 6th) at public auction by Mr F. A. Cope and Mr H. Becker, and realised better prices than were anticipated. The worst lots fetched from 77 1/2 to 85 cents per bag, and the least damaged from \$1.15 to \$1.61.

A gentleman recently returned from the coast of Kamohatka, says that a violent eruption of volcano which he estimates at about 18,000 feet high, in the neighbourhood of lower Kamohatka, has taken place. The ground vibrated off and on, for a period of four days. Under the foot of the mountain is a village containing about 500 inhabitants, but whether they have sustained any serious injury by the convulsion is not known by our informant.

On the arrival of the steamer *Dragon* at Vladivostok, about a fortnight ago, the master reported that during the voyage from Vladivostok to that port, the chief engineer was missing, and it was supposed that he had jumped overboard. An enquiry was held on the *Dragon* arriving at Hakodate, there being no English Consul at Vladivostok, and from the statements of the master and the owner it was concluded that the man jumped overboard while in a condition of temporary insanity.

NEWS BY THE AMERICAN MAIL.

The F. M. S. S. Company's steamer *China* arrived here last night with San Francisco dates to Oct. 11th. We extract the following items from American papers.

WAR NEWS.

The latest Mail dates from London are the 6th October, on which day vague reports had been received of renewed fighting in Asia. The telegrams in the San Francisco papers give a full account of this fighting, and the progress of the war up to the 10th October.

Vienna, October 6th.—The Montenegrins' abandonment of further offensive movements in Herzegovina is due to political considerations. The territory they now hold on that side exactly corresponds with the line of demarcation fixed last Autumn by the International Commission, and likewise proposed and accepted by the preliminary Conference at Constantinople, as a boundary of the frontier which might eventually be given to Montenegro. It is not likely, therefore, that Montenegro will be allowed more in the final settlement which must be made by Europe. So Prince Nicholas, with his usual cool calculation, is now turning his attention to the other side, to conquer what he can there, on the chance of being allowed to keep it. At the same time he may be able to negotiate with Serbia in the direction of Belgrade and Noulban, in case Serbia refuses hostilities.

Further particulars of the battle before Kara make it evident that the Russians have gained the Turkish position along the whole line, and were repulsed with heavy loss. The Russians, reinforced by new troops and those lately employed against the Caucasian insurgents, began the battle at daylight,

Tuesday, by an assault on Great Yagui, the northern outwork of Mukhtar Pasha's fortifications, twelve miles due east of Kara. The Turks seem to have been taken by surprise. A single Turkish battalion defending the Great Yagui was out to pieces or captured with the post, after two hours of obstinate defence, which gave the Turks an opportunity to prepare for the next assault. Up to this point all accounts agree, but regarding subsequent events they are very conflicting.

A Turkish official despatch says: A great battle ensued, lasting 13 hours. Repeated Russian attacks were repulsed with heavy loss. An official bulletin from Grand Duke Michael's headquarters at Karsaj, dated the 6th, says: After the capture of Great Yagui, it was found that Little Yagui was so strongly fortified that an attempt to assault it was considered premature. After thirteen battalions, sent by the Turks to reinforce Mukhtar Pasha, had been repulsed, our troops fortified themselves in the position they occupied. Our loss on Tuesday was 3069 killed and wounded. The enemy's losses are not less. We captured two hundred of the Turks.

The Turkish account, as to the repeated attacks of the Russians after the capture of the first Turkish position, seems correct, otherwise there would not have been 8000 killed and wounded. The two hundred captured by the Russians were probably the remnant of the garrison at Great Yagui. The Russians also attacked the centre at Kigilpe, but were repulsed.

Simultaneously, a Russian force, moving from the direction of Ani, endeavored to turn the Turkish right, and get between Mukhtar Pasha and Kara. This is the movement referred to by a correspondent, who says hopes are entertained of cutting that General off from Kara.

After five hours' fighting, a Russian force of six battalions of infantry and two regiments of cavalry were driven back and pursued to the banks of the Arpaçai.

A Russian bulletin says: A lodgment was made on the Turkish right flank, and the Turkish attack on the next day (Wednesday) was brilliantly repulsed, and the enemy driven as far as the outer line of their camp. The Russian loss here was 300 killed and wounded. From these conflicting statements, it is apparent that the lodgment was not of any importance, since the subsequent assault by the Turks only resulted in being driven to the outer line of their camp.

Finally, the Turkish bulletin concludes: "We have gained a brilliant victory, and inflicted a loss of over 6000 on the enemy."

The Russian bulletin concludes: "To-day (Thursday) our right flank will withdraw from the position occupied by them on Tuesday, on account of the difficulty in obtaining a supply of water."

The Turks estimate the Russian force engaged against their left at thirty-five battalions of infantry and nine regiments of cavalry. Little Yagui was assaulted five times, and taken and re-taken. The movement against the Turkish right flank was so near succeeding, that Mukhtar Pasha's communications with Kara at one time were actually severed. Eventually, the repulse was complete along the whole line, and the Turks remained in possession of the field, which was covered with Russian dead. The Grand Duke Michael commanded in person. Mehmet Ali resigned the chief command in the Turkish army on account of a lack of cooperation by other Generals, and because the Government failed to furnish the reinforcements demanded.

Bucharest, Oct. 6.—Considerable discussion is going on relative to the means of keeping communication across the Danube open during the winter. One plan suggested is to construct a bridge upon floating iron sleds. Another plan is for a fleet of sleds to be kept constantly crossing. The supporters of the latter plan point to the fact that the Hudson River ferries are kept going during the winter, under far more disadvantageous circumstances relative to ice and currents than would have to be encountered on the Danube.

London, Oct. 6.—A Vienna correspondent says: Mehmet Ali's removal is due to the intrigues of jealous Turkish rivals, who accused him of surrounding himself with German and other foreign officers, who revealed his plans to the Russians. The Egyptian Prince Hassan is prominent among Mehmet Ali's detractors. It is notable that Mehmet Ali's last action failed in a great measure because the Egyptian troops did not support him.

London, Oct. 6.—Sir Stafford Northcote, Chancellor of the Exchequer, in a speech yesterday said: "I cannot help thinking myself that there may be surprise which may disappoint the prophecy of those who have been declaring that the war cannot terminate until after another and more decisive campaign. One thing is certain, that both sides have displayed such gallantry that if an opportunity of settlement should arrive, they might accept it without any loss of prestige."

Correspondents hereafter will only be admitted to the Russian lines of active operations on the days of engagements. At other times they must remain at the Corps headquarters, information sent out by them having to be forwarded to the War Office by the telegraph.

Snow and rain is continually falling, and it is thought will suspend all operations in Bulgaria and the Balkans. It is probable that Mehmet Ali will be appointed to the chief command in Thessaly. A Serbian Diplomatic Agent has formally renewed to the Porte assurances of the pacific intentions of Serbia.

Mukhtar Pasha says the Russian loss during the recent fighting was 15,000; loss of the Turks 2500.
Front and storm have rendered the Slatava and Niopolis bridges impracticable for vehicles the last two days.

A Shumla special says: Sultan Pasha took command of the Army of the Lom at Tchernavoda on Saturday.

Negotiations between Serbia and Russia are not concluded. Serbia requires a guarantee of independence, and promises of an extension of territory in the direction of Bosnia. The Russian Navy awaits further instructions.

Achmet Beyah Pasha will take command of a certain force on the Serbian frontier. The *Pascher* *Lloyd's* states under the Prince of Rouss, German Ambassador to the Porte, has been instructed to deplore the Turkish blockade of the Black Sea ports insufficient, and therefore void. Servia refuses hostilities.

needed these reinforcements to retain their present position.

London, Oct. 9.—A Belgrade correspondent says that he has heard from a diplomatic source that the Porte had demanded explanations regarding Serbia's purpose in arming and negotiating with Russia and Roumania, and the Porte declares that it will be obliged to send a Special Commissioner to Belgrade to inquire whether its assent rights are not being tampered with. All first-class militia brigades, except those of Scutari, Shabate and Valero, have marched to the frontier. The second-class will follow in ten days. More money and several hundred boxes of shoes have arrived from Russia. Negotiations with Russia have at last come to a satisfactory close. A Cabinet Council has resolved upon warlike measures, though not before the middle of November.

Athens, Oct. 9.—Trioicopolis, Minister of Foreign Affairs, informed the British Minister that Greece was obliged to regard the threatening language of the Porte as a motive for completing her military preparations as rapidly as possible.

Berlin, Oct. 9.—The Russian police have discovered a fresh nihilist plot. Numerous arrests have been made in Moscow and Kiev.

London, Oct. 9.—The insurrection which broke out on the 12th of September, in the central districts of Daghestan, and gradually extended through the whole of Central and Southern Daghestan, does not appear to be quelled, as it was thought to be after the defeat of the main body of insurgents, numbering 6,000, by the Russians. An official despatch from Karsaj says that a band of 4,000 insurgents were defeated on the 30th September and the 3rd of October, with a loss of 350 killed, wounded and prisoners. The Russian loss was insignificant. Other bands are still being pursued.

Bucharest, October 10.—Gourko, with eleven regiments of cavalry and eight batteries of horse artillery, has started to Sofia, via Timova and Ilir. Four cavalry regiments of the Guard will join him en route.

London, October 10.—In consequence of the restrictions placed by the Russians on the movements of correspondents, the number of those with the army before Plevna has been reduced from sixty to two, a number of English and Russian correspondents having recently been ordered to quit. The fact is that the authorities are endeavoring to keep the state of the Army secret.

Eye-witnesses say that the soldiers suffered from the severe weather and lying on the bare earth. The hospitals are full of wounded, and the sick pass the Danube by thousands of cart-loads at a time.

Galatz, October 10.—An engagement took place off the Sulina mouth of the Danube on Tuesday between a Russian and Turkish steamer. The latter exploded and sunk, with all hands.

A Karsaj correspondent confirms the report that Mukhtar has evacuated Katsenpe and Soubatin, retiring to the summit of Aladja-dagah. The correspondent says this movement was necessitated by Mukhtar's having lost 8000 men during the battles of October 2nd and 3d. The Russians occupied the positions evacuated by the Turks.

London, October 10.—A Galatz special says that a passenger vessel from the St. George mouth of the Danube, bound for Tulioha, accidentally struck a Russian torpedo and blew up, with all hands. This is possibly the origin of the report of a naval battle.

London, October 10.—A correspondent at Onykta Pasha's headquarters telegraphs from Radawairy, near Plevna, under date of Monday: Our army occupies Tallah, and to-day effected a junction with Osman Pasha, who took up a position on the heights of Dubnik. There has been no fighting on our way hither, except a trifling cavalry skirmish. The Russians fled on our approach. We hope to arrive at Plevna to-morrow. Reconnoissances in any direction have failed to disclose a single Russian.

Quotations.

HONGKONG, November 17, 1877.
OPUM.—New Patna, cash, \$710
" Old Patna, cash, None
" New Benares, cash, 640
" Old Benares, cash, None
" New Malwa, cash, 740
" Allowance Teah, 32
" Old Malwa, cash, 740
" Allowance Teah, 32
QUICKSILVER, ... 66

Exchange.

Bank on demand, ... 8/10
" 30 days' sight, ... 3/10 1/2
" 6 months' sight, ... 3/11
Credits, ... 3/11 1/2
Documentary, 6 months' sight, 3/11 1/2
Bombay demand Rupees, ... 220
Calcutta, ... 220
Shanghai, demand, ... 12 1/2
" 30 days, ... 10 1/2
Bar Silver, 17, dwt. 2, ... 10 1/2
Sycee, ... 10 1/2
Mexicans, ... 1 1/2 p.m.
Gold Leaf, ... 86.30
English Sovereigns, ... 8.08
Australian Sovereigns, ... 8.08
Discount, ... 3 1/2

Shares.

Hongkong Bank, 87 1/2 prem.
Union Ins. Society of Canton, 11,100
China Traders' Ins. Co., \$2,800
Chinese Insurance Co., \$255
Yongtong Ins. Assoc., Tin, 640
North China Ins. Co., Tin, 850
H.K. Fire Ins. Co., \$170
China Fire Ins. Co., \$175
H.K. & W. Dock Co., 12 1/2 ds.
R.K. & M. S. Boat Co., 20 1/2 ds.
Shanghai Steam Navigation, Tin, 28
Hongkong Gas Co., \$75
Hongkong Hotel Co., \$80
Chinese Imperial Loan, \$104 10/10

Tenders.

(Taken at Messrs Falconer & Co.'s Premises Queen's Road.)
HONGKONG, November 17, 1877.
BARONETTER—9 A.M. ... 80.175
Do. 1 P.M. ... 80.110
Do. 4 P.M. ... 79
TREASURER—9 A.M. ... 79
Do. 1 P.M. ... 79
Do. 4 P.M. ... 79
Do. (Wet bulb) 9 A.M. 77
Do. 1 P.M. 78
Do. 4 P.M. 80
Do. Maximum 80
Do. Minimum over night 79

THE FRIGID ZONE

"OUR AGE."

A SATIRE.

(BY JAMES HOWELL.)

blessed;
That he, kind man, might heal the flesh
distressed.
Drops to his standard e'en by thousand
flocked;
And, if you doubt to doubt his power, we
shooked.
One drop had six toes on his foot, don't see!
The prophet prayed and willed, and lo! 'tw
put!
Many were there who piously declare
They saw it fly away, like birds thro' air!
Another had a bump; the poor did wail
That it should vanish—but it sticks the
still!

Let me not cringe, or fawn; or lower myself
in my own just esteem for power or pelf.
But let me die in rage, unknown to fame;
Rather than rise and lose an honest name!

THREE HEROES.

The Captain stood another instant in profound thought, during which his quick mind had considered all the contingencies and, without a word to the three men who were with him, he started for the dock and the pilot house. He summoned the able engineer and his officers and stated what he had discovered:

"Gentlemen, in five minutes the saloon will be like an oven, and the windows of the pilot house will be cracking. Have you anything to suggest?"

The Captain stood another instant in profound thought, during which his quick mind had considered all the contingencies, and, without a word to the three men who were with him, he started for the deck and the pilot house. He summoned the chief engineer and his officers and stated what he had discovered.

"Gentlemen, in five minutes the saloon will be like an oven, and the windows of the pilot house will be cracking. Have you anything to suggest?"

"The first officer, sailor from beyond whose face I had heard was already gray, promptly answered:

"Captain, we must beach her." The others looked thoughtful.

The Captain dashed out of the pilot house, springing himself down among the hose, who were busy with the pumps above, and shouted, with the concentration of one that penetrated the roar of the storm like a knife:

"Is there a man here who knows this coast?"

When the Captain dropped among them the men stopped their work and stood staring at him. Only the old trapper, an Herbert, each of whom stood above the forward hatch, how in hand, directing the pumps that the pumps sent through the

The man in control of the helm obeyed with an urgency born of the peril of the moment. The mighty fabric swayed for a moment, but ere one as if unwilling to yield. But the next instant the immense pressure of the helm hard-a-port began to tell; and the monstrous bulk swung slowly about, rolled downward into the trough of the sea; as if she would never rise, reeled over as she met the mighty wave square astribships till her harbor rail lay deep in the hissing spray, struggled up, righted herself laboriously; and as she straightened her courses with the pale sunward stern, and with the steam gusting under a 75° shot toward

The old hero with his sleeve at his nose, thus was still smoking, wipe the dust from his lips as he lifted the trumpet to his mouth, and out of the black, eddying smoke as it swept over the three and hid them from sight, bellowed the words strong as trumpet-convulsions sent them:

"The lad says, 'Tell them I see the curl on the beach!' Hold her steady as she is! God—"

The sentence was never completed. The flat bottom of the vessel touched the sand—slid along it—and was driven by the momentum of her movement half her length up the beach. Then she rolled over with a great lurch; her smokestacks went down with a crash, carrying the upper deck on which they stood with them, and the three men sank from sight in the smoke and fire.

—From *Mrs. Muggins's Next Book*

NOTABLE LACES AND JEWELS.
The young Countess de San Fernando possesses a lace tunic, the like of which is owned by no other lady in the world, Queen Isabella alone excepted. Her most Catholic Majesty has a perfect passion for lace, and possesses a collection which is valued at over \$1,000,000. This collection is a perfect museum of lace of all kinds, specks and nationalities. One dress alone, composed entirely of point d'Alencon, is valued at \$93,000, and there is a set of flounces in antique guipure which is even more costly. Of the Spanish mantilla valued her Majesty owns a large number, some of which are worth from \$5,000 to \$6,000 each. Queen

WOMEN AND BURGLARS.

(From the New York Times.)

A husband who is probably awakened by the uxorial burglar alarm at least once a week, and who descends to the lower regions at least once a fortnight in quest of the supposititious marauder, might be encouraged to continue that sort of thing if he could occasionally catch sight of a burglar. But he can rarely do so. We have heard of a lady having viewed a burglar in his going downstairs after burglars' barefooted and in single garments, from 1912 to 40 times a year, without laying eyes on anything more formidable than a mouse or the family cat. They have bought firearms of every description, and moving like animated arsenals, inasmuch after that, they have had no opportunity to explode a percussion-cap. Is it strange if they feel bloodthirsty after such terms of anxiety, exertion, and persecution? Wee to the burglar whom they may one day meet! The best thing for them to do is to get a burglar alarm, and keep it in their hand, and to be ready to use it every time, whenever they are bent on finding one. The plan would save time and infinite trouble.

NOTABLE LACES AND JEWELS.

The young Countess de San Fernando possesses a less, tawny, the like of which is owned by no other lady in the world. Queen Isabella alone excepted. Her most Ocellular Majesty has a perfect passion for lace, and possesses a collection which is valued at over \$1,000,000. This collection is a perfect museum of lace of all kinds, specks and nationalities. One dress alone, composed entirely of point d'Alençon, is valued at \$80,000, and there is a set of flounces in antique guipure which is even more costly. Of the Spanish mantilla value, her Majesty owns a large number, some of which are worth from \$5,000 to \$6,000 each. Queen Victoria's passion is for Indian shawls, and her collection is said to equal in value the lace of Queen Isabella. It includes shawls, the art of making which has long been lost besides all the finest and most delicate marvels of the Indian looms of the present day, including veils of golden thread, and embroidered with diamonds and pearls.

In respect to jewels, the Empress Elizabeth of Austria possesses the finest emeralds ever worn by woman. They are mounted in a diadem, necklace and girdle of flowers, the leaves of which are all formed of single emeralds, and the blossoms are composed of diamonds. The Grand Duchess of Saxe-Weimar owns the richest and most perfect collection of jewels in the world. The finest and largest turquoises and pearls that

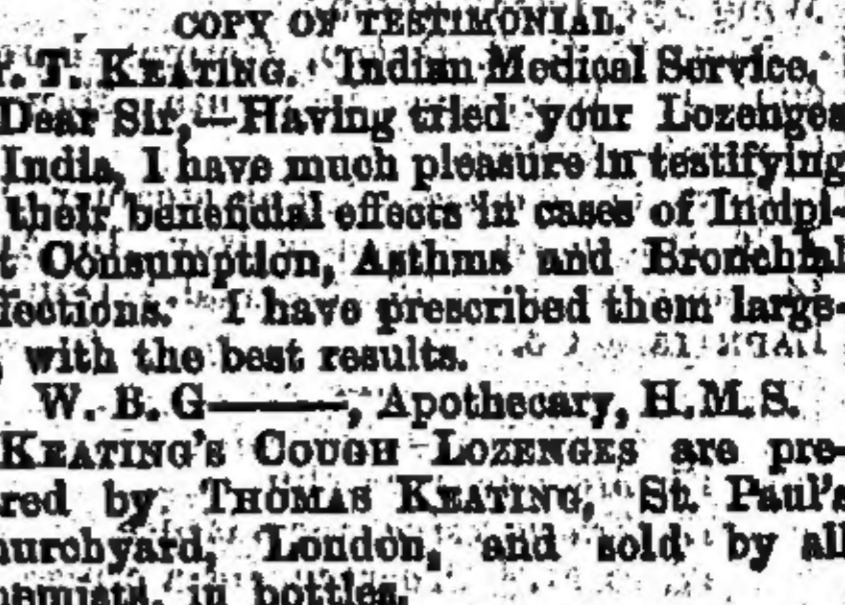
STUPID PEOPLE.

A stupid man can generally do some one thing fairly well. He can often save money, and is sometimes gifted with a talent for shooting, fishing, rowing, sketching, "yacht ing," preaching, turning a lathe or playing the cornopean.

The misfortune of this is that he imagines that his prowess in one particular that he is "equally" capable in all. But except in the narrowest possible lines and circles, he is not successful. He is a miser, a sportsman, a drunkard, a hypocrite, a pedagogue, a turn of mind; he despises the man who cannot drink maraud. If he is not musical, he pretenses to enjoy a street organ; keep the grinder,

Intimations.

RIMMEL'S GROOMING PERFORMER.
RIMMEL'S TOILET VINEGAR, a pleasant tonic and refreshing adjunct to the Toilet and Bath, a reviving scent and a powerful disinfectant. For warm climates it is invaluable.
RIMMEL'S CELEBRATED LAVENDER WATER.
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RIMMEL'S MUCH IMPROVED FLORIDA WATER.
RIMMEL'S JOCKEY CLUB, and other elegant perfumes.
RIMMEL'S LIME JUICE AND GLYCERINE gives the hair a beautiful gloss without greasing it, nourishes the roots, and imparts an agreeable coolness to the head.
RIMMEL'S PURE WHITE GLYCERINE SOAP, BROWN WINDSOR, HONEY, ALMOND, LETTUCE, COAL-TAR, and other SOAPS in bars or cakes.
RIMMEL'S VELVETINE, VIOLET, ROSE, ROSE-LEAF and other TOILET POWDERS, in boxes and packets.
RIMMEL'S AQUADENTINE cleans, refreshes, and preserves the Teeth, refreshes the mouth, and sweetens the Breath.
RIMMEL'S PHOTOCHROME, for imparting to the Hair or Beard a perfectly natural and permanent shade.



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reasonable method of administering the only
certain remedy for *Intestinal or Throat
Worms*. It is a perfectly safe and mil-
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children.

Sold in bottles by all Chemists.

CAUTION.—That the public are requested to
observe that all the above preparations bear
the Trade Mark.

REWARD.—Whereas I am informed from
reputable sources that several counterfeit
imitations of this unsurpassed rem-
edy have been sold, I hereby request any
person knowing of the vendor of the same to
communicate with me, and on conviction of
the offender a liberal reward will be paid.

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WINDSOR SOAP; VIOLET POW-
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DE BRIGHT'S

PHOSPHODYNE

(OZONIO OXYGEN)

The New Curative Agent, and only Reliable Remedy for Nervous and Liver Complaints.

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This Phosphoric combination is pronounced by the most eminent members of the Medical Profession to be unequalled for its power in replenishing the vitality of the body, by its supplying all the essential conditions of health, and as a nerve tonic for developing all the powers and functions of the system to the highest degree of action, while preserving the equilibrium of its properties; and as a specific, expressing, all the best therapeutic agents of the present day such as—Nervous, Permanent cure of—Nervonism, Prostration, Liver Complaints, Palpitation of the Heart, Dissinens, Noises in the Head and Ears, Loss of Energy and Appetite, Epithymion, Female Complaints, General Debility, Stomachic weakness, Indigestion, Acid or Bile, Flatulence, Inequality of Temperature, Shortness of Breath, Trembling of the hands and limbs, Impaired Nutrition, Mental and Physical Depression, Consumption (in its first stages only), Thillidities, Eruptions of the Skin, Improved Sight, Memory, Nervous Fancies, Impervised Blood, Nervous Debility in all its Stages, Frequent Decline, and all morbid conditions of the system arising from whatever cause. The action of it is Phosphoryne is the one hand and the other the principle which constitutes nervous energy, and on the other the most powerful blood, and flesh generating agent known; therefore, marvellous medicines for renovating impaired or broken-down constitutions. It quickly improves the functions of assimilation to such a degree

CAUTION.
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BRANDY.
It having come to our knowledge that

that where for years in a condition has existed cedared, and secured a steady increase in quantity of the flesh, and the whole system return to a state of robust health. The Phosphoryne acts electrically upon the organisation; for instance, it assists nature to generate that human electricity which renews and rebuilds the osseous, muscular, nervous, membranous, and glandular systems, operates on the system without exciting acids, thought, or any individual as to the process. It cleans the lungs, liver, kidneys, stomach, and intestines, with a harmony, vigour, mildness unparalleled in medicine.

The Phosphoryne gives back to the human structure, in a suitable form, the phosphorus, the animating element of life, which has been expended, and exerts an invigorating influence directly on the spirit, marrow, and nervous system, on the spirit, tonic, and invigorating character, maintaining that buoyant energy of the brain and muscular system which renders the mind cheerful, brilliant, and energetic, entirely overcoming that dull, inactive, and sluggish disposition which many persons experience in all the

expensive imitations are imported. Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers. Agents: MATTHEW CLARK & SONS, Great Tower Street, London.

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The beneficial effects of the Phosphodyne are frequently shown from the first day of its administration, by a remarkable increase of nerve power, with a feeling of vigour and comfort, which the patient has long been unconscious of. Digestion is improved; the appetite is increased; wonderfully; the bowels are regular; the eyes brighten; the face clear and healthy; the system acquires strength, showing the importance of the action of the Phosphodyne on the organs of nutrition.

Finally, the Phosphodyne maintains "a certain degree of activity in the previously debilitated nervous system," by the use of all the vital organs, and restores to their sound state and perfect exercise all natural functions. Persons suffering, from Nervous Debility or any of the hundred symptoms which this distressing disease assumes, are restored after an effectual and even speedy cure, by the judicious use of this most invaluable medicine.

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Chemists and Patent Medicine Vendors
throughout the Globe.

Full Directions for Use, in the English,
French, German, Italian and Dutch
languages, accompany each Case.

Caution.—The large and increasing
demand for Dr. Bright's Phosphodyne has
led to several imitations under some of the
similar names; purchasers of this medicine
should therefore be careful to observe that
each case bears the English Government
Stamp, with the words "Dr. Bright's"
and "Phosphodyne" engraved thereon, and that
the same words are also blown in the bottom
of the bottle.

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By H. H. WIND. Second Edition.
Folio. 2 Vols. Price, \$1.50.

Orders will be received by Messrs
Graham & Co.

Hongkong, July 31, 1879.

Intimations.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANSON has been appointed Manager, and all Orders addressed to him at 67, Prince, or to Mr. FAY JACK, at 30, King Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. mcl9

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALPHINGTON, British barque, Captain G. Cunningham, Weller & Co.
CHRYSEUM, British ship, Captain E. Shrewsbury, Weller & Co.
COLORADO, American ship, Captain Ingraham, Russell & Co.
KATE CARRIE, British barque, Captain James Wilson, Melchers & Co.
BROOMHALL, British ship, Captain H. Bates, Russell & Co.
JACATRA, Dutch brig, Captain Dirksen, Stemmen & Co.
CHARTER OAK, American ship, Captain Staples, Jardine, Matheson & Co.

To-day's Advertisements.

FOR HAIPHONG.
The German Ship "GUSTAV & MARIE,"
BURROCK, Master, will have quick despatch for the above Port.
For Freight or Passage, apply to
WILLER & Co.
Hongkong, November 17, 1877.

FOR SAN FRANCISCO.
The A. 1. British Clipper Ship "CLYDE,"
SHREWSBURY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, November 17, 1877.

GERMAN BARK C. R. BISHOP,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
MILCHERS & Co.,
Agents.
Hongkong, November 17, 1877. no21

PACIFIC MAIL S. S. COMPANY.

CONSIGNEES per Company's Steamer "CHINA," from San Francisco and other ports, are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
RUSSELL & Co.,
Agents.
Hongkong, November 17, 1877.

NORTH CHINA INSURANCE COMPANY.

DURING the temporary absence of the Undersigned, Mr. W. H. PERROVAL is authorized to Sign Policies and conduct the Business of this Branch.
J. KENNARD DAVIS,
Agent.
Hongkong, November 17, 1877. no24

NOTICE.

ARRANGEMENTS having been made for importing by subscription a Mob of Griffins for the ensuing Race Meeting, any person, who has not been the List, and is desirous of subscribing, is requested to address his application to
SUBSCRIPTION GRIFIN.
HONGKONG CLUB.

The limit of laying down cost in Hongkong for each Pony is £100. The Ponies will be apportioned amongst the subscribers by lot on their arrival here, and in event of the full number as shipped, not being landed, the loss will be divided pro rata amongst all subscribers.
As may be seen by the Programme, the Stewards have allotted special closed races for these Ponies.
No applications can be received after the 30th Instant.
Hongkong, November 17, 1877. no24

Chartered Effected.

The following charters have been effected during the last few days:—
British ship The Murray, 903, Cebu to London or Liverpool, private.
British barque Kenton, 687, Bangkok to Hongkong, inside the Bar 20 cents per picul, 85 lay days; if from Bangkok with Salt, 17 cents per picul, 95 lay days.
British barque Palestine, 588, hence to Bangkok, \$430 in full.
British barque Strathmore, 500, hence to Calcutta, private.
British barque Presto, 584, Keelung to Shanghai, \$2.25 per ton of 20 cwt., 15 lay days.
British barque Cuba, 520, Keelung to Hongkong (3 trips), \$1.65 per ton of 20 cwt., 15 lay days.
German barque Pari, 576, Keelung to Hongkong, \$1.70 per ton of 20 cwt., 15 lay days.
German 3-m. schooner Japan, 270, Negros (Philippines) to Hongkong, (Timber), 25 cents per foot.
German barque Marie, 486, hence to Dundee (N.Z.), private.
British 3-m. schooner Umah, 218, hence to Haiphong and back, \$1,325 in full, 80 lay days.
German ship Gustav and Maria, 584, hence to Haiphong and back, 254 cents per picul, 80 lay days.
British steamer Ambato, 973, Shanghai to Taku, 25 candelars per picul, 15 lay days.
British steamer Rajanattanthar, 938, monthly charter, 1 to 2 months, private.
British steamer Zambonga, 661, monthly charter, 3 to 6 months, private.
British steamer West Stanley, 593, monthly charter, 6 months, private.
British steamer Maharah, 994, monthly charter, 3 to 6 months, private.
The British ships Harbinger, 1808 tons, leave for Adelaide and Melbourne, 690 tons for Manila under orders from here.

SHIPPING.

ARRIVALS.
Nov. 16, *Glendia*, British barque, 372, Wattle, Saigon Oct. 16, Salt—LINDSTROM & Co.
Nov. 16, *China*, American steamer, 3886, G. G. Berry, San Francisco Oct. 11, and Yokohama Nov. 8, Mails and General.—P. M. S. S. Co.
Nov. 16, *Danube*, British steamer, 790, Clanchy, Bangkok Nov. 9, General.—YUEN FAT HONG.
Nov. 16, *Bianca Perleto*, Italian barque, 666, Tancredi, Manila Nov. 10, Ballast.—THOMAS HOWARD & Co.
Nov. 17, *Chop Sai*, Chinese gunboat, Wing Tye, from Canton.
Nov. 17, *C. R. Bishop*, German barque, 800, L. Warnken, Falmouth May 31, General.—ORDEN.

Nov. 17, *Namoa*, British steamer, 662, J. B. Fouchard, Foochow Nov. 13, Amoy 14, and Swatow 16, General.—DOUGLAS LAFRAIT & Co.
DEPARTURES.
Nov. 17, *Melrose*, for Cebu.
17, *Tehing Tsing*, for a cruise.
17, *H.M.S. Moorhen*, for a cruise.
17, *Fuyew*, for Canton.
17, *Peiho*, for Shanghai.
17, *Kenton*, for Bangkok.
17, *Staghound*, for Manila.
17, *Presto*, for Keelung.
17, *Siamese Crown*, for Bangkok.

CLEARED.
Charité, for Haiphong.
Galatia, for San Francisco.
Colombo, for Saigon.
Douglas, for Coast Ports.
Norna, for Swatow.
Maharah, for Shanghai.
Trio, for Saigon.

PASSENGERS.
ARRIVED.
Per *China*, from San Francisco, Mr. Chas. Kinck, Mr. Rev. Wm. Astmore and wife, Miss S. Norwood, Mr. Bing Yu and wife, Mrs. Van Dyke, Mrs. C. Ralston, and 463 Chinese.
Per *Namoa*, from Coast Ports, Messrs. Herbert and Oliver, and Capt. C. Williams.
DEPARTED.
Per *Siamese Crown*, for Bangkok, 20 Chinese.
Per *Kenton*, for Bangkok, 18 Chinese.
To DEPART.
Per *Douglas*, for Coast Ports, 6 Europeans, and 100 Chinese.
Per *Norna*, for Swatow, 1 European and 200 Chinese.
Per *Trio*, for Saigon, 20 Chinese.

SHIPPING REPORTS.
The British barque *Glendia* reports: N.E. and E.N.E. winds and calms to East, 19 North and Long, 119 East, thence to port moderate N.E. winds to arrival.
The Italian barque *Bianca Perleto* reports: Easterly, N.E. and Northerly winds throughout the passage.
The British steamer *Namoa* reports: Experienced light variable winds with fine weather throughout. S.S. *Haiphong* left 11th at 12.15 p.m., to Oct. 27th had fresh breezes from S.W. to W. and fine weather, then to Nov. 4th light southerly winds and calms, then to Nov. 7th fresh gales from South to North with heavy seas, and thence to Yokohama fresh gales from N.E. with fog and rain. Arriving Nov. 8th at 8 a.m. Sailed from Yokohama Nov. 9th at 12.30 p.m., to Van Diemen Straits had fresh gales from N.E. to N.W., then to Turnabout variable winds with rain, and thence to Hongkong light monsoons and fine weather. Arrived here Nov. 16th at 7.45 p.m.

CARGO.
Per S. S. *Glendia*, Hongkong to London, sailed 13th November, 1877.—452,319 lbs. Congon, 237,093 lbs. So. Capes, 149,926 lbs. So. Or. Pecks, 6,270 lbs. Sores, 21,102 lbs. Formosa Oolong—Total 868,715 lbs. 18 pkgs. Silk Piece Goods, 56 pkgs. Waste Silk, 129 pkgs. Matting, and 240 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.
MAILS will close:—
For SWATOW AND SINGAPORE.—
Per *FERNTOWER*, at 9 a.m. To-morrow, the 18th inst.
For HOIHOW AND HAIPHONG.—
Per *DALE*, at 8.30 a.m., on Monday, the 19th inst.
For YUTUNG, at 5 p.m., on Monday, the 19th inst.
For SHANGHAI.—
Per *WEST STANLEY*, at 11.30 a.m., on Monday, the 19th inst., instead of as previously notified.
For HAIPHONG.—
Per *Schooner UZZIAH*, at 2.30 p.m., on Wednesday, the 21st inst.
For SAIGON.—
Per *CASSANDRA*, at 5 p.m., on Thursday, the 22nd inst.

MAILS BY THE ENGLISH PACKER.
The English Contract Packet *ZAMBERSI* will be despatched with the Mails for Europe, &c., on THURSDAY, the 22nd Instant.
Hongkong, November 13, 1877. no22

MAILS BY THE UNITED STATES PACKER.
The United States Mail Packet *CHINA* will be despatched on FRIDAY, the 23rd inst., with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—
11 a.m. Registry of Letters closed.
11.30 a.m. Post-Office closed.
11.30 a.m. Correspondence for Japan the United States, or Union Countries only may be put on board the Packet with Late Fee of 12 cents extra Postage until
11.50 p.m. when the Mail is finally closed.
Hongkong, October 17, 1877. no23

MAILS BY THE FRENCH PACKER.
The French Contract Packet *ANADY* will be despatched from Hongkong on THURSDAY, the 18th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tahiti, Fiji, Aden, Seychelles, Bourbon, Mauritius, Suva, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Australia.
Hongkong, November 15, 1877. no25

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.
St. JOHN'S CATHEDRAL.—The Right Reverend Bishop Burdon; The Rev. E. Davis, Acting Colonial Chaplain. At 11 a.m., Morning Prayer, &c.
Military Service.—Rev. J. Henderson, acting Military Chaplain. At 8 a.m., Morning Prayer, &c.
UNION CHURCH.—Minister, Rev. James Lamont. Morning Service, at 11 a.m. Afternoon, 6 p.m.—Divine Service in Chinese, 2-3 p.m. every Sunday, with communion on first Sunday of every month.—Rev. Dr. Edith.

St. PETER'S SEAMEN'S CHURCH.—Rev. J. Henderson. Service at 6 p.m., every Sunday. All seats free. Morning Prayer and Communion on the First Sunday in each month at 11 a.m.
St. STEPHEN'S MISSION CHURCH.—Rev. A. B. Hutchinson, and Rev. Lo Sam Yuen. (All Services in Chinese.) Morning Prayer:—Liturgy, Anti-Communion, and Sermon, at 11 a.m. Bible Class, at 3 p.m. Preaching, at 6.30 p.m. Holy Communion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in the German language, by Pastor E. Klitzke, every Sunday, at half-past ten a.m., in the Chapel of the Berlin Foundling House, West Point.

Shipping.
Daylight.—*Douglas* leaves for Coast Ports.

MEMOS. FOR MONDAY.
Shipping.
9 a.m.—*Dale* leaves for Hoihow, &c.
Amusement.
9 p.m.—Juvenile Concert at the Temperance Hall, Stanley Street.

General Memoranda.
TUESDAY, November 20.—
9 p.m.—Meeting of Victoria Lodge.
THURSDAY, November 22.—
Noon.—English Mail leaves for Ports of Call and Europe.
Goods per *Pei-Ho* undelivered after Noon, subject to rent and landing charges.
FRIDAY, November 23.—
Noon.—American Mail leaves for Yokohama and San Francisco.
THURSDAY, December 6.—
9 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.
MONDAY, December 31.—
Noon.—Sale of Ground and Buildings, at Messrs. Lane, Crawford's Sale Room, Praya.

TUESDAY, January 15.—
Claims against the Estate of James Smith Forster, deceased, must be proved on or before this date.

THE HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房
A. S. WATSON & Co.
FAMILY & DISPENSING CHEMISTS,
IMPORTERS
OF
DRUGS, SUNDRIES, NURSERY REQUISITES, TOILET REQUISITES, ETC., &c., AMERICAN AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potom Water, Sarsaparilla Water, and other Aromatic Waters.
The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876.
The publication of this issue commenced at 7.45 p.m.

THE CHINA MAIL.
HONGKONG, SATURDAY, NOV. 17, 1877.

In His Excellency's able and clever Budget speech there is no weaker point than the portion which refers to, or rather shoves, the question of his education policy. There is probably no one subject—not even the Blockade question, which, by the way, was at one time put forward as the "main policy of his administration," and has ever since been passed over in silence—which more closely touches the hearts of Hongkong residents than the future of the Central School, &c., the policy of the Government as regards the undemonstrational system of education at present carried out in this Colony. It may be said by some that Mr. Hennessy has begun at the wrong end, in his laudable endeavours to reform the administration of our Island;—that, instead of diving into and manipulating our criminal statistics to prove improbabilities, and enlarging the Gaol as to carry out his views regarding the separate system, he ought to have gone to the root of the matter and perfected the present educational machinery of the Colony. This may or may not be an altogether erroneous impression. It is just possible that our present educational system has been so long left undisturbed by Mr. Hennessy because it was the most perfect of its kind to be found out of the home countries, and the most suitable for the requirements of Hongkong; while the other departments of the administration have been stirred up because they were at so great a distance from the perfection which H. K. desired them to reach. However this may be, it does not seem as if the Governor had taken even his Council into his "full confidence."

Let us look at the amount and value of the information which is given in the financial statements. Mr. Hennessy says that his predecessor "put down a sum of \$25,000 for the Central School." Now, as it is invariably desirable to tell all the facts in matters where serious consequences may be drawn, we shall take the liberty of supplementing His Excellency's slightly brief statement concerning

the new School. On the Estimates for the year 1877, Sir Arthur Kennedy put down the sum of \$50,000 for the erection of the School; and after the Finance Committee had considered the Estimates, this sum was cut down to \$30,000 (not \$25,000) on the ground, so curiously confirmed, that the erection of the School was likely to be prolonged over one year! Of course this sum of \$30,000, not having been expended, has simply remained in the Treasury chest, and now forms part of the satisfactory balance which Mr. Hennessy has been fortunate to find at the credit of the Colonial Treasury;—of which balance by the way, it is to be hoped that he will not make too much, otherwise Lord Carnarvon may suggest an increase of our military contribution. After referring to the site, Mr. Hennessy goes on to say, "I will put down \$25,000 (sic)—the same sum as Sir Arthur Kennedy; but the Secretary of State is desirous of seeing full details of the estimates, plans, and specifications of this work, before anything else is done; and in truth that is really under the Colonial regulations."

And then follows a semi-apologetic reference to Sir Arthur's action. It need not, we think, be longer regarded in the light of a profound State secret, that the Governor does not, and never did, officially regard with favour the Central School, the Education Department, or anything connected with our public educational system. Such being the fact, it behooved Mr. Hennessy to take the first opportunity of placing before the Council and the community the exact nature of the position which he has assumed touching this matter towards the Colonial Office at home. As this would unquestionably have been the best and the most straightforward course, it follows that His Excellency has missed another favourable opportunity of putting himself right with the honest and heartfelt convictions of the residents on whose behalf he now governs the Crown Colony. Many have been the surmises regarding the reasons for this reticence, and these have been rendered all the more puzzling, because of Mr. Hennessy's evident desire to deal energetically with most of the other questions affecting the public welfare. It appears to be somewhat remarkable that no reference is made, in Lord Carnarvon's despatch of the 21st September (containing Her Majesty's consent to the provision of a sum of \$608,200.38 for the charges of 1877), to this would-be much-contested Central School question, although that sum actually includes the \$30,000 voted by the Council to begin with the erection of the new building. Surely some despatch has been received from the Home authorities during this year referring to this subject—a subject on which Lord Carnarvon is known to feel much more warmly than that upon which the "Look Hospital,"—or Mr. Hennessy himself ought to be able to give us some information beyond that which he imparted in no light and off-hand manner at the last Council meeting. If this be not so, and His Excellency has laid before us every particle of information and crumb of comfort which has emanated from Earl Carnarvon on this subject, then some alarming change must have come over the spirit of the policy hitherto followed at home in such matters. While we may fairly credit Mr. Pope Hennessy with a considerable amount of influence with the Secretary of State for the Colonies—and trust it may prevail in increasing the number of trees on our island home—it is extremely doubtful whether he will succeed in overturning the policy of the Home Government as regards education. If his representations, unaccompanied by the weight of other official or public opinion, should effect such a change as has been hinted at, it would then become the duty of the unofficial members of Council and the Community—foreign and native—to take such steps as would fully inform the Earl Carnarvon of the real state of feeling on the education question in Hongkong.

LOCAL AND GENERAL.
YESTERDAY morning Vice-Admiral Hillyar paid an official visit of inspection to H.M.S. *Moorhen*, and a like visit to H.M.S. *Egeria* this forenoon.

At the Marine Court to-day, Alfred, a cook belonging to the British steamer *West Stanley*, was fined \$5 or ten days' imprisonment, for assaulting a fireman named Mahomet Hassan belonging to the same vessel.

Four deaths occurred on board the P. M. S. S. *China* during the passage from San Francisco to this port. The deceased were all Chinese, and their bodies were brought on here for interment.

A Commission has been issued, appointing the Hon. W. Kewick, Mr. Hayler, and Dr. Edith to inquire into the working of Ordinance 10 of 1867 in this Colony. We believe the first meeting of the Committee will be held on an early day.

We trust that Mr. J. D. Woodford's exertions and the efforts of his juvenile Choral Society will be rewarded by a good house on Monday night. The concert will be a novelty, and as the object is a good one, it ought to be a success, even were the singers not so worthy of notice as they are reputed to be.

The Government Gazette of to-day, issued as we go to press, contains the various reports referred to by His Excellency in his speech at the last meeting of the Legislative Council. It also contains the Commission for the inquiry into the

working of the Contagious Diseases Act, which we refer to elsewhere.

We acknowledge receipt from the North China Herald Office of the "Ruddy Old Block," or date indicator for 1878. Both the Chinese and European dates are given in bold figures printed in red and black ink, and by tearing off a leaf daily the merchant is furnished with the day of the month, and the month of the year for the twelve months.

Mr. D. Roxburgh, late second engineer of the S. S. *Danube*, met with his death in a most horrible manner last evening. The body was reduced to a pulp; strange to say, the face, although the skull was gone, was entire and easily identified; the remains were interred this evening. Fuller particulars of the accident may be gleaned from the report of the inquest in another column.

Mr. Ng Choy arrived from Shanghai by the *Fuyew* and confirms our statement of his having received an engagement as Legal Adviser to Li Hung Chang. Our local contemporary seems unable to grasp the fact that Mr. Ng Choy can return to Hongkong (to settle his affairs) and yet hold an engagement with the great Chinese Minister. Consequently His Excellency was perfectly right in his statement respecting Mr. Ng Choy at the Council Meeting.

Two men belonging to the P. M. S. S. *China* were examining a pistol yesterday when one of them pulled the trigger. The pistol proved to be loaded and the shot went through the bulkhead and lodged in the leg of one of the Quartermasters, making an ugly flesh wound. The ball was extracted, and the patient is, we are glad to learn, not likely to sustain any permanent injury from the mishap. There was also a case of attempted murder on board by one of the Chinese passengers; the victim was to have been Mr. J. Kennedy, the steamer steward, but the design of the would-be murderer were happily frustrated. He was put in irons and handed over to the police on the steamer's arrival.

Mr. J. Ross Anton, in answering his name as a Juror to-day, at the inquest on the body of the late second engineer of the *Danube*, said he considered he was not properly summoned. The Summoning Officer came into the Club, which was not his residence, while the Officer had no business to be there. Mr. Anton said he thought that he was summoned to go down to the Club, which was not his residence, while the Officer had no business to be there. Mr. Anton said he thought that he was summoned to go down to the Club, which was not his residence, while the Officer had no business to be there.

Mr. Anton said he did not wish to take so much trouble; he had no desire to shirk his responsibility, but he would certainly like to have a clear understanding as to the manner in which summonses should be served: no one was admitted into the Club, but members and their friends. The Summoning Officer might as well go into his drawing room or his dining room. Mr. Russell said it was not his province to decide this matter, but if Mr. Anton chose to submit to a fine of \$50, he might then take legal advice on the subject. Mr. Anton declined to submit to this ordeal.

The Pacific Mail Company's steamer *Constitution* was burnt on the 5th ultimo when entering San Francisco harbor from Victoria, V.I. The vessel was taken in shilly-gally, and subsequently scuttled. It appears that the fire had its origin in spontaneous combustion in the coal bunkers. No lives were lost; and the only casualty was that sustained by a member of the fire brigade, who slipped on the deck and broke his leg. The *Constitution* was a side-wheel steamer of 3,575 tons register. She was built in New York in 1861, at a cost of nearly a million dollars, and her first work was in transporting troops to Dixie, in which service, it is said, she paid for herself. She arrived in San Francisco in Aug., 1862, and has been used in the Panama trade up to a few years since, when the building of the new propellers made it necessary to buy her and a number of others of the expensive side-wheel steamers on the shelf. This was her first trip to Victoria, and the result has been anything but profitable.

The American Steamer *Courier* left Yokohama on the 16th June last for Petrograd and part of the Okhotsk Sea. On the *Courier* arriving at the port of Okhotsk, on or about September 1st, the natives reported having seen a steamer a day or two before about fifteen miles to the west. She had been abandoned by her crew and was drifting on her beam ends; the mainmast was broken; though her funnel was standing. The side ports were open, so that it was quite possible to see through the ship; the boats were all gone; the stowage being that the crew had left in them. A few days after this had been reported to the Captain of the *Courier*, a party of natives, among whom was one European, arrived at Okhotsk, from a place called Yamaya, about 200 miles further north. The European turned out to be a German, a trader in furs &c., who reported that he had seen a steamer, some ten days before it was seen by the natives at Okhotsk; of Yamaya, and his description tallied in every particular with the account given by the natives

of Okhotsk. The supposition is that the steamer had met with heavy weather and been abandoned in the Pacific, and drifted to where she was seen; otherwise it is difficult to account for her being in that latitude, as it is a most unusual part for steamers to be in. Had a sailing vessel been in question, it might reasonably have been supposed to be a whaler. The *Courier* left that part of the world without having ascertained any further particulars concerning this ocean wanderer; but, doubtless, further tidings concerning her will come to hand unless she went to the bottom in some heavy weather which occurred shortly after she was seen. From the direction in which she was drifting, it is possible she might bring up on the North end of Sakhalin, or on the coast of the mainland South of Okhotsk.—*Japan Gazette*.

INQUEST.
An Inquest was held this afternoon at the Government Civil Hospital, before Jas. Russell, Esquire, Coroner, on the remains of Mr. Daniel Roxburgh, late second engineer of the S. S. *Danube*. The following Jury was sworn in:—Messrs J. Ross Anton, Woodin, and Meyer.

The Coroner said the facts were simply these: The deceased was second engineer of the S. S. *Danube*, and about 20 minutes before 7 o'clock last evening he fell amongst the machinery and was smashed to atoms. The face was by some unaccountable means left entire and was easily identified. It was clearly a case of accidental death, and there was really little necessity for an inquest, but to satisfy the relatives and friends of the deceased at home he thought it better to hold an inquest on the remains.

Robert Hansen, the chief engineer, was first called. He said that at about 20 minutes before 7 o'clock last evening, as the steamer was approaching the harbour of Hongkong, he saw the second engineer, Mr. Daniel Roxburgh, coming along the deck. Witness spoke to him and said, "You will not have to keep watch, as we are coming to anchor directly." Deceased replied, "All right," or "very well." Shortly after this witness looked over the side and on turning round he heard a shout in the engine-room. He ran down at once and saw the No. 1 fireman was trying to stop the engines. The body of the second engineer was in the forward crank pit. The vessel was then seven or eight miles from her anchorage. The engines were making 60 revolutions per minute, but the ship was quite upright. Deceased must have been killed instantaneously; he had no necessity to have gone down in the engine-room; salt was not his watch; he went off duty at noon, and his next turn for duty would not have been until 8 o'clock. He appeared to be very exhausted for several days after leaving Bangkok. Witness could not understand what could have induced deceased to go down to that part of the engine room; he could not have fallen down there. The only object any one could have to go down there would be to feel if the bearings were hot. There were no signs of heat. Deceased was a steady man and married; he was a native of either Falmouth or Leith, witness believed.

Captain Alfred Clanchy said, deceased was the second engineer. He (witness) also heard the shouting; he was on the bridge, and he called to the Chief Engineer to run down below as he thought some one was killed. The remains were gathered up about 10 minutes before 7 o'clock. Witness said he did not go down in the engine-room till this morning. Deceased was 28 years of age.

Mr. W. Morgan, the Chief Officer, said he satiated in gazing up the remains of the deceased in baskets. He heard the shout of the Chinaman in the engine-room, and ran down at once. He then saw the fragments of the body lying in the crank pit. The engines stopped about three minutes after the shouting.

Wong Hing Yow, the No. 1 fireman of the steamer, was next called, and said he saw the deceased coming down in the engine-room about half past 6 o'clock. Witness walked away to the boiler, and shortly afterwards heard an unusual sound amongst the machinery, as if of something being crunched, and on looking round saw the leg of the second engineer sticking out. He (witness) then called out "Save life," and ran into the engine-room to stop the engines. Deceased would sometimes come down in the engine-room, even if it was not his watch, when nearing port.

By a Juror: I did not hear deceased cry out.
In reply to the Coroner, Capt. Clanchy said deceased had been about six months on board the *Danube*.

Sergeant McLennan proved bringing the remains on shore to the Hospital last evening.

The Jury found that deceased met his death by accidentally falling amongst the machinery in the engine-room on board the steamer *Danube*.

CHINA AFFAIRS AT HOME.
(From our London Correspondent.)
London, Oct. 5, 1877.

In the absence of any news of special interest in China, I take the opportunity of laying before your readers some facts in connection with the Silk trade here which have been the talk in city circles for some time past. The market appears at the present moment to be just recovering from one of the severest trials it has ever had to pass through. For months past it has been in an almost deplorable condition and scarcely any hope has been discernible of a return to prices which would save holders from ruinous losses. This there seems to be some chance of at present, as the Lyons manufacturers who have been persistently holding off are again coming forward, stocks there being almost exhausted. In the meantime, however, many firms have been very hard hit—and in point of fact but for extended support from the Banks, large numbers and in some cases the large private firms and a few would have had to succumb. Thanks, however, to the easy way of managing business here, this unpleasant result has been for the most part averted, the consequences of nature being that the Silk has thus passed from comparatively weak into very strong hands, and is, therefore, likely to be held for better times.

Taken altogether, however, the Silk trade appears to have got upon about as sound a basis as can be possibly conceived. Many who have not by any means sufficient capital to back themselves up under the market and speculate—and if they are unable at last to meet their losses, the Brokers help them out by taking 47%